

MAP-21 NHS Changes: MPO & Local Road Impacts

IN Motion 2012 MPO Conference

October 18, 2012

Overview

- What is the “Enhanced NHS (National Highway System)
- Who created it?
- What does it mean in funding and responsibilities?
- What else is required; and what is allowed?
- Pros & Cons
- Schedule for 2013 NHS Review
(and National Network for Trucks)

Who created / designated the Enhancement NHS?

Enhanced NHS was created when MAP-21 was passed by Congress and signed by the President'

Legislative Changes in MAP-21

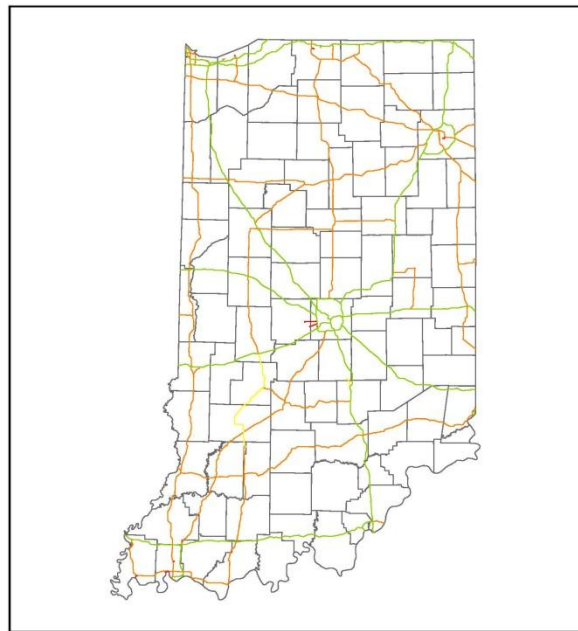
``Sec. 103. National Highway System

``(b) National Highway System.—

``(2) Components.--The National Highway System ...consists of the following:

- ``(A) The National Highway System depicted on the map submitted by the Secretary of Transportation to Congress with the report entitled 'Pulling Together: The National Highway System and its Connections to Major Intermodal Terminals' and dated May 24, 1996, and modifications approved by the Secretary before the date of enactment of the MAP-21.
- ``(B) **Other urban and rural principal arterial routes, and border crossings on those routes, that were not included on the National Highway System before the date of enactment of the MAP-21.**

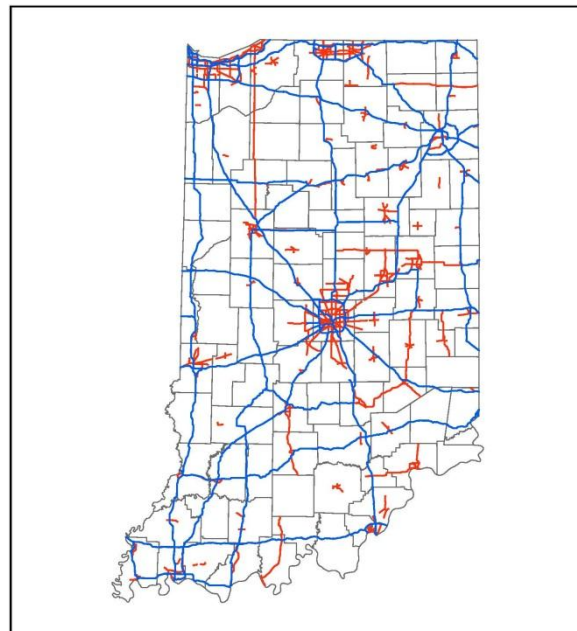
Expanded National Highway System (NHS)



National Highway System

- Interstate
- STRAHNET Connector
- Other NHS
- Approved Intermodal Connector

Counties



National Highway System

- National Highway System
- Principal Arterials and Above (Potential Additions Under MAP-21)

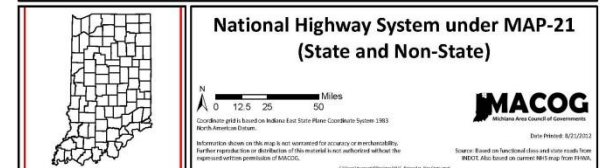
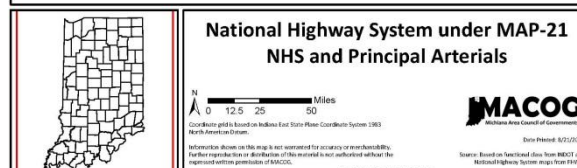
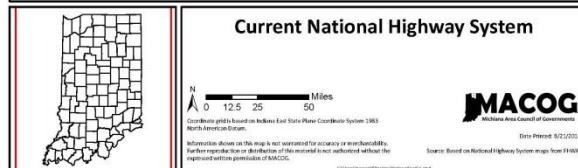
Counties



NHS under MAP-21

- NHS under MAP-21 (Non-State Road)
- NHS under MAP-21 (State Roads)

Counties



FHWA clarifications

Question 4: What criteria will be used to determine which principal arterials will be automatically added on the NHS?

Answer 4: The FHWA will determine which principal arterials will be automatically added to the NHS by following current criteria for adding a route to the NHS under 23 CFR 470.113. Under this regulation, the route must meet the criteria in 23 CFR 470.107(b), which provides that the NHS shall consist of interconnected urban and rural principal arterials and highways which serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal transportation facilities, and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel.

The criteria under 23 CFR 470.113 also require proposals for additions to the NHS to consider the guidance contained in Appendix D to 23 CFR Part 470. The FHWA will follow the guidelines of Appendix D, except that the FHWA will not require the route to connect at both ends to other routes on the NHS. Rather, the FHWA will add a principal arterial to the NHS if it connects only at one end. Requiring a connection at one end will continue to meet the regulatory requirement that the NHS be interconnected. The FHWA will initiate a rulemaking to update the guidance contained in Appendix D to 23 CFR Part 470 at some future date.

SOURCE: <http://www.fhwa.dot.gov/map21/qandas/qanhs.cfm>



What then is the new Enhanced NHS?

Maps for all States
are available
on FHWA's web-site
(search for NHS maps)

[illegible]

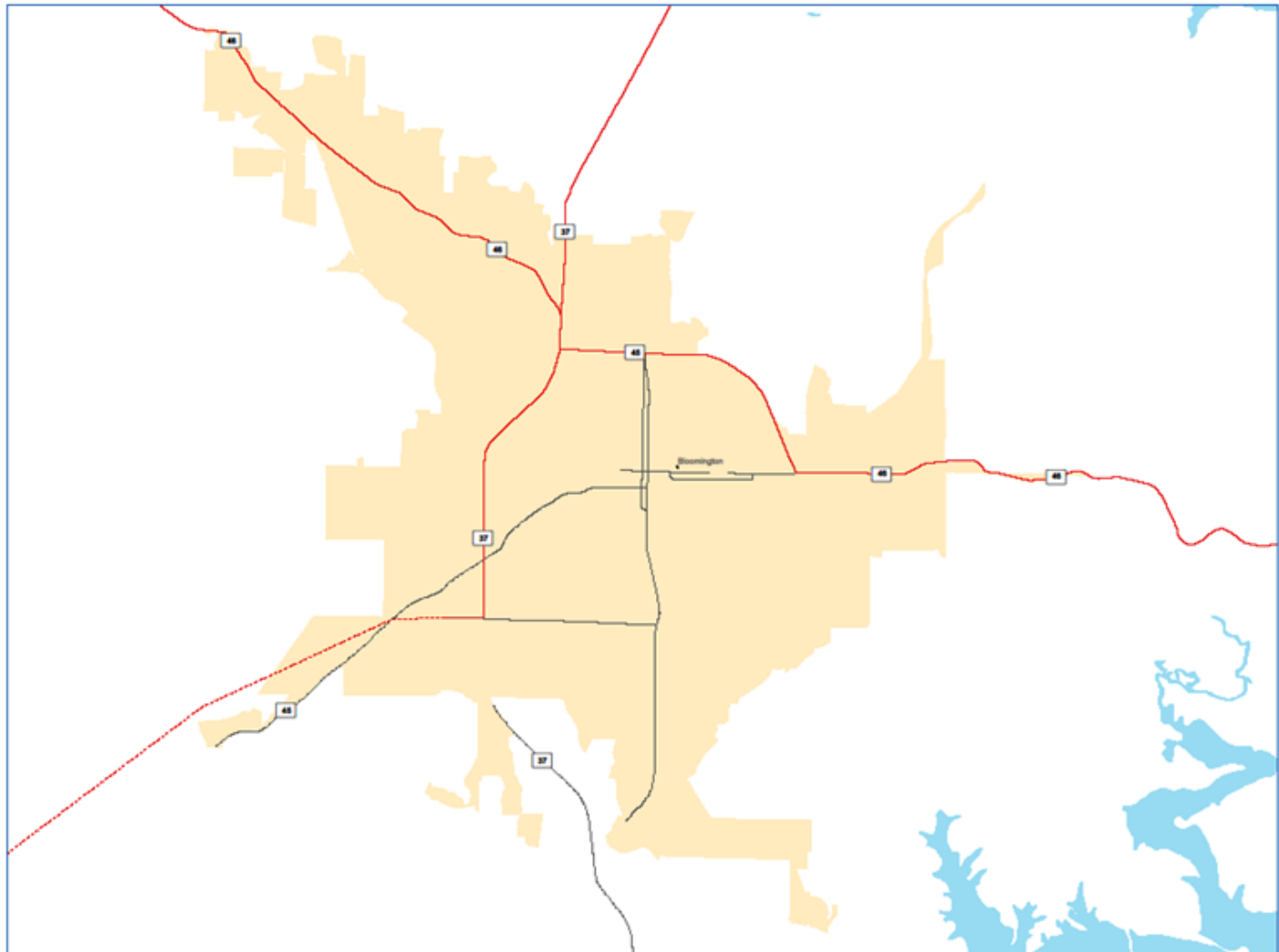
National Highway System: Bloomington, IN

U.S. Department of Transportation
Federal Highway Administration

- Eisenhower Interstate System
- Other NHS Routes
- Non-Interstate STRAHNET Route
- Major STRAHNET Connector
- Intermodal Connector
- Intermodal/STRAHNET Connector
- Unbuilt NHS Routes
- MAP-21 Principal Arterials
- Census Urbanized Areas
- Department of Defense
- Water
- ✈ Airport
- Intercity Bus Terminal
- ⚓ Ferry Terminal
- 🚚 Truck/Pipeline Terminal
- 🚏 Multipurpose Passenger Facility
- ⚓ Port Terminal
- 🚚 Truck/Rail Facility
- 🚆 AMTRAK Station
- 🚏 Public Transit Station



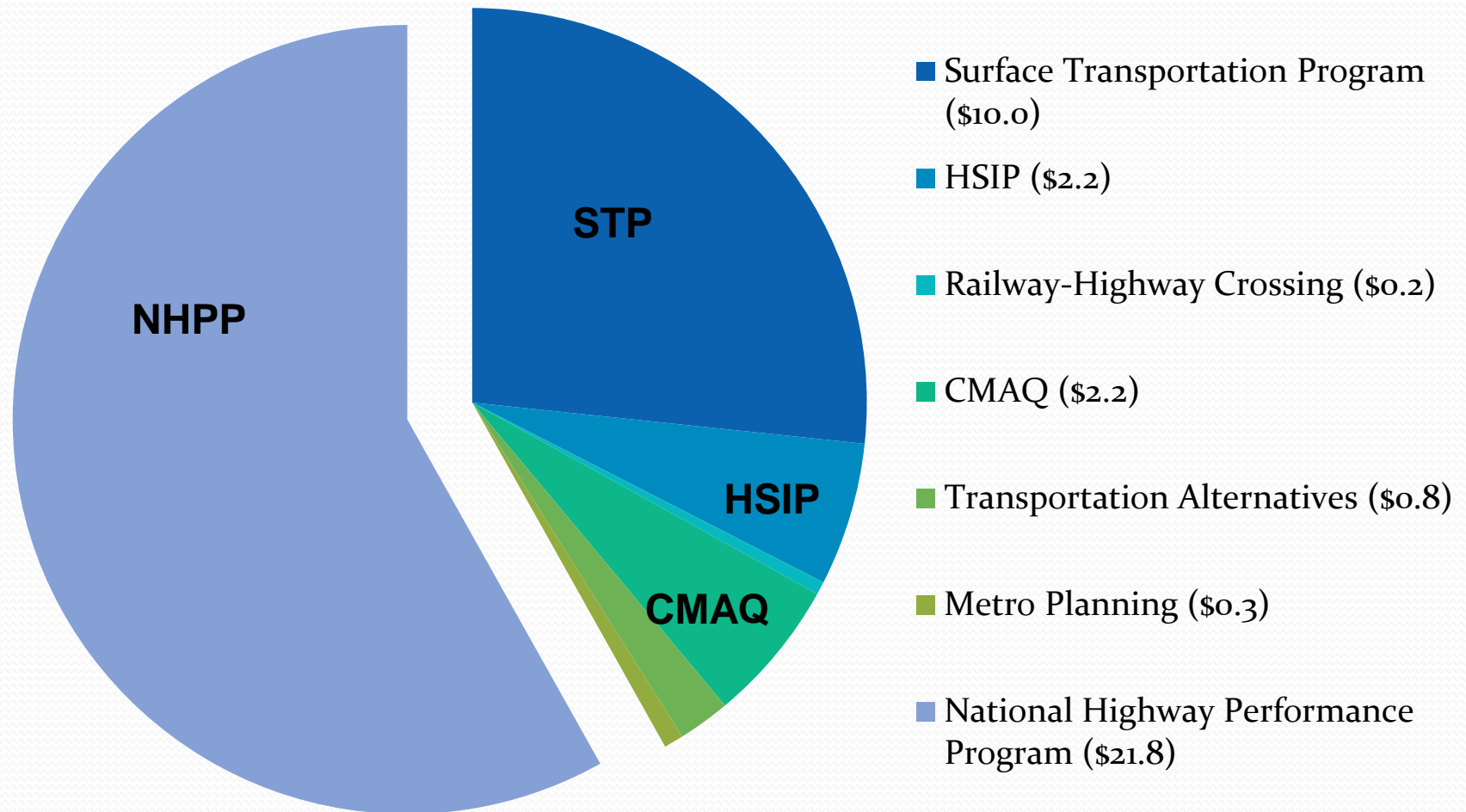
PLAN: Effective October 1, 2012



What does it mean for funding and responsibilities?

- Eligibility
- Asset Management
- Project selection consistent with State and Metropolitan Plans & Programs
- Performance Management

\$37.7 billion/year in formula funding



National Highway Performance Program (\$21.8B)

- Funds an enhanced National Highway System, combining functions of the existing NHS, IM and Bridge Programs
- Enhanced NHS includes existing NHS, all principal arterials, STRAHNET, and intermodal connectors
- NHPP requires an asset management plan
- States set targets for conditions and performance
- Min. standards for Interstate & bridge conditions in a State
 - DOT to set minimum standard for Interstate pavement condition
 - Law sets standard for NHS bridges -- no more than 10% of deck area may be structurally deficient

Eligible Activities

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, restoration, replacement...
- Bicycle transportation and pedestrian walkways.
- Highway safety improvements on the NHS.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.

Project Selection

- Below element U.S. Code, as it was in 2009, during SAFETEA-LU. I have also attached a copy and a hyperlink to it as posted on the federal Government Printing Office is: <http://www.gpo.gov/fdsys/pkg/USCODE-2009-title23/pdf/USCODE-2009-title23-chap1-sec134.pdf>
- **Section 134, (j) Metropolitan TIP –**
- (5) SELECTION OF PROJECTS.— **(On page 137, starting at the middle of the second column)**
- (A) IN GENERAL.—**Except as otherwise provided in subsection (k)(4)** and in addition to the TIP development required under paragraph (1), the selection of federally funded projects in metropolitan areas **shall be carried out, from the approved TIP—**
- (i) **by—**
- (I) **in the case of projects under this title, the State**; and
- (II) in the case of projects under chapter 53 of title 49, the designated recipients of public transportation funding; and
- (ii) **in cooperation with the metropolitan planning organization. [emphasis added]**
- In general, 23 U.S.C. 134(j)(5) limits States to advancing only those projects within the MPO planning area boundaries, which are consistent with an approved TIP. As FHWA, we are not allowed to authorize a project if it is not listed(included) in an approved TIP or TIP amendment. This prevents States from just doing whatever they want to in these areas. However, it is important to note the additional reference to 134(k)(4) for larger MPOs. This is similarly stated:

Project Selection (Continued)

Section 134, (k) Transportation Management Areas –

(4) SELECTION OF PROJECTS.— (On page 138, starting at the bottom of the first column)

(A) IN GENERAL.—All federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area under this title **(excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program)** or under chapter 53 of title 49 shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator.

(B) NATIONAL HIGHWAY SYSTEM PROJECTS.—**Projects carried out within the boundaries of a metropolitan planning area serving a transportation management area on the National Highway System and projects carried out within such boundaries under the bridge program or the Interstate maintenance program under this title shall be selected for implementation from the approved TIP by the State in cooperation with the metropolitan planning organization designated for the area. [emphasis added]**

- While selection has always been the State's, it has also required the projects to be included in an approved TIP. MAP-21 has not changed this language.
- The requirement remains the same that if the TIP does not include the project, then FHWA cannot authorize the project to advance.

Pros & Cons for local NHS roads

Opportunity

- Major local roads are eligible for NHPP funding
- Used to influence measures to go beyond just “smooth pavements”
- Projects must still be consistent with TIPs & MTPs

Cons (Uncertainty)

- Not additional revenues so how much NHPP for locals?
- Performance measures and Asset Management Plan required by State
- Law says projects on the NHS selected by the State



What's next then?

Schedule for 2013 Review FHWA/INDOT/MPO Council

Review the NHS Network

- Confirm NHS network is appropriate
- Look for consistent application and classifications statewide
- Make modifications to create the NHS that works best for Indiana, using 23 CFR 470.

Other items

- Discuss NHS performance measures required for bridges, and roads that are off the Interstate System.
- Make recommendations for Asset Management Plan required by State.
- Considering “fixing” the National Network for Trucks, using 23 CFR 658

For more information:

FHWA Public Web-site:

- Frequently Asked Questions
- Presentations made are available in .PDF format

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Thank you for your attention!

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